

Amendments to the Claims:

This listing of the claims will replace all prior versions, and listings, of claims in the application.

Listing of Claims:

1. (currently amended) A tire inflation and handling assistance device comprising:
a support member;
a hub engagement and stop structure ~~supported by~~ mounted on said support member and pivotable between a first substantially horizontal position for supporting a hub and tire assembly ~~in a stable substantially horizontal position comprising a tire and a hub and facilitating pressurization and inflation of the tire to seal the tire to the hub~~ and a second tilted position for ~~supporting a~~ engaging a central opening of the hub of the hub and tire assembly ~~in a tilted position at least one of~~ when the hub and tire assembly is positioned adjacent or touching the ground, to facilitate at least one of to and leaned onto the hub engagement and stop structure, wherein the second tilted position facilitates engagement of or removal of the hub and tire assembly ~~handling and tire pressurization, and wherein said stable support of said horizontal position is achieved by having a center said hub engagement and stop structure to one side of a pivot axis of said hub engagement and stop structure in a direction to support stability of said horizontal position; and wherein an angle of pivot between said first position and said second position is in the range from about 50 degrees to about 75 degrees of displacement from said first position to or from the hub engagement and stop structure while the tire is on or near the ground and wherein the central opening of the hub is over the support member when the hub and tire assembly is in the first substantially horizontal position.~~
2. (canceled)
3. (currently amended) The tire inflation and handling assistance device as recited in claim 1 wherein ~~said~~ an angle of pivot between said first position and said second position is

in the range of from about 55 degrees to about 70 degrees of displacement from a horizontal position to enable a the hub and tire assembly to be tilted to and from engagement with said hub engagement and stop structure and to enable said hub engagement and stop structure and supported hub and tire assembly to move to and from a substantially horizontal position.

4. (currently amended) The tire inflation and handling assistance device as recited in claim 1 wherein ~~said~~ an angle of pivot between said first position and said second position is about 65 degrees of displacement from a horizontal position to enable a the hub and tire assembly to be tilted to and from engagement with said hub engagement and stop structure and to enable said hub engagement and stop structure and supported hub and tire assembly to move to and from a horizontal position.

5. (canceled)

6. (canceled)

7. (currently amended) The tire inflation and handling assistance device as recited in claim 1 wherein said hub engagement and stop structure further comprises at least three plate sections for supporting said hub and tire assembly at ~~a center~~ the central opening of said hub ~~and tire assembly~~.

8. (currently amended) The tire inflation and handling assistance device as recited in claim 1 wherein said hub engagement and stop structure is designed to extend at least partially through ~~an~~ the central opening of a the hub ~~and tire assembly~~.

9. (new) The tire inflation and handling assistance device as recited in claim 1 wherein said angle of pivot between said first position and said second position is in the range of

from about of from about 50 degrees to about 75 degrees of displacement from a horizontal position to enable the hub and tire assembly to be tilted to and from engagement with the hub engagement and stop structure and to enable said hub engagement and stop structure and supported hub and tire assembly to move to and from a horizontal position.

10. (new) The tire inflation and handling assistance device as recited in claim 1, wherein said hub and tire assembly, when engaged to said hub engagement and stop structure, has a center of gravity to one side of a pivot axis of the hub engagement and stop structure in a direction that biases the hub and tire assembly toward the horizontal position.